

PEP'ERS' CROWD' EL PASO' HERALD' PAROLEES' HARKEN' TO' RUSSIA' STATE' GUEST' GEN. PERSHING

Deming, Hurley, Santa Rita and Silver City Visited by El Paso Trade Excursionists on First Day of Nine Day's Trip; Deming People First to Greet El Pasoans; Many Souvenirs Given.

(Continued from page one)

visitors made automobile trips to nearby gardens and farms; many of them visited merchants and other friends. It seemed as if the time when the "Pep" was on the "board" of the locomotive was being relived in the trip to Hurley, Santa Rita and Silver City.

Reached Deming Nearly on Time.

Though the train got out of El Paso four minutes late, it reached Deming almost on time, carrying several of the Deming citizens as guests to Hurley, Santa Rita and Silver City. J. F. Wadell was the conductor and Schenckel the engineer. H. M. Blain was the fireman and N. H. Holman and T. T. Smith were in charge of the baggage car.

Halt Welcomes El Pasoans.

After the train had reached up town, Willard H. Holt delivered the address of welcome, asserting that Deming is growing with El Paso and that the El Pasoans were always welcome.

"Last year we canned half a million cans of tomatoes," he said, "and El Paso is having a bumper crop. This year we are going to can a million and we expect El Paso to eat all of them. We welcome the people of the country to another of its most progressive cities. We are always glad to shake your hands, even if you take the Perishan celebration away from us, when we were entitled to it."

Martin Responds.

G. A. Martin, mayor of the El Pasoans, responded, stating that El Paso was extending the glad hand to all its neighbors, none of whom had a warmer place in its heart than those of Deming.

He said El Paso did not work for the New Mexico celebration, but glad to be included in it, and cooperation to the New Mexicans, as it always does to all its neighbors, when they come to El Paso for their celebration.

Deming People Welcome.

He closed by saying the Deming people to remember always that they were not strangers, but "home folks" when they came to El Paso.

After the remarks of El Pasoans and the band marched up to the home of ex-mayor John Corbett, who is ill, and serenaded him.

At Hurley.

Lunch was over when the El Pasoans reached Hurley, which is on a branch line that leaves the Silver City branch at Whitesburg. El Pasoans on the map by the Chino Copper company, when it erected a big concentrator for crushing the tons of low grade copper which are mined in the mountains at Santa Rita. Offices, homes for employees and other buildings make up the town, which is a mining town. Everything was at the train, glad to see the El Pasoans, and as at Deming, the sixth infantry band and the town and country were glad to see the El Pasoans and the band marched up to the home of ex-mayor John Corbett, who is ill, and serenaded him.

From Hurley the locomotive puffed on the hill to Santa Rita, a picturesque mining section. El Pasoans saw great scarred mountains where steam shovels have scraped off the earth and are contented with the modern mining town. Everything was at the train, glad to see the El Pasoans, and as at Deming, the sixth infantry band and the town and country were glad to see the El Pasoans and the band marched up to the home of ex-mayor John Corbett, who is ill, and serenaded him.

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El Pasoans on Excursion Depart With Band Playing, Caps in the Air.

With the sixth infantry band playing popular tunes and relatives and friends wishing them "bon voyage," the El Paso business men of the "Pep, Push and Progress" special left El Paso Monday morning at 8:10 for their nine days' tour of Arizona and New Mexico.

The train left the union depot on time and there was a waving of "tiger" caps as the business men said goodbye.

Name of Excursionists.

Following is a list of the men who started on the trip:

El Paso Bank & Trust company, F. P. Jones, president.

El Paso Bank & Trust company, Hal E. Christy, cashier.

Hotel Sheldon company, R. Burt Orndorff, president.

Union Bank & Trust company, Max Moyer, cashier.

Globe Mills, Don Claborn Adams, manager.

El Paso Electric company, agricultural implements, W. G. Roe, president.

Graham Paper company, C. C. Coville, president.

Haymon Krupp & Co., dry goods and clothing, Haymon Krupp, president.

Crombie & Co., produce and fruits, R. P. Moore, secretary.

Rathbun-Mix company, builders' material, William E. Mix.

El Paso Electric company, Carl A. Beers, assistant division sales agent.

Rock Island line, Robert R. Seede, commercial agent.

Cattle Packer & class company, wholesalers, R. J. Tatt, vice president.

Kelly & Pollard, druggists, Joe Pollard, president.

A. H. Milton, hides, San Antonio, N. M.

Kohberg Bros., cigar manufacturers, S. A. Steinman, manager.

El Paso Electric railway company, David Moore, commercial agent.

Braughton & Leibert, architects, Hugh Braughton, president.

H. Nordwald & Co., Soc. furniture and mattress manufacturers, Otto Nordwald, secretary.

El Paso Electric company, G. P. Putnam, president.

Trost & Trost, architects, George E. Trost.

El Paso Printing company, W. S. McMahon, president.

Texas & Pacific railway company, Frank R. Ezell, manager.

Field-Parker company, metal office equipment, Robert L. Parker.

James A. Dick, president, grocers, James A. Dick, president.

T. H. Rogers & Co., furniture and carpets, T. H. Rogers, president.

Zork-Smith Fruit company, Issy Zork, president.

El Paso & Southern Railroad company, Richard Warren, general agent.

Borland National bank, T. M. Quebeden, vice president.

El Paso Bank & Trust company, F. P. Jones, president.

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Government Considers Plan to Stop Submarine Activities.

(Continued from page 1.)

A dispatch from London stated that 23 survivors of the City of Memphis, which was sunk by a submarine, had been rescued.

"City of Memphis" 23 survivors now landed here, rescued by gunfire, submarine large type, remained on the scene after crew left ship. Refused request to go to land. Weather not severe but threatening. Survivors at Schull included Allan Carroll, second officer.

McPherson, second engineer, Robert Carroll, second officer, Walker, Henry Campbell, Guy Campbell, A. D. Henton, all Americans and five Spanish, one Portuguese, one Russian and one Italian.

City of Memphis had 48 men. New York, March 19.—Forty-eight men who were Americans by birth or by naturalization, and several of whom are believed to be naturalized Americans, comprised the crew of the City of Memphis, which was sunk by a submarine.

The ship, which was valued at \$800,000, had weathered safely many adventures in European waters since the war began.

Owned by the Ocean Steamship company, known as the Saxonia, she was built in 1912 and carried 532 tons, sailed from New York January 22, carrying 562 bales of cotton wool and a complete outfit of provisions.

She was on her way home in ballast when sunk.

Had Been Halted Before.

Her captain was L. P. Hornum of Norfolk, Va., and she carried 150 American licenses and every naturalized American her naturalization papers in compliance with a rule laid down by the government.

While on her last voyage from New York the City of Memphis was halted by a submarine, which was ordered to stop by the German submarine whose captain demanded to see the papers she carried.

A mate went aboard the U-boat and was informed that the submarine was carrying a contraband cargo, she was to be sunk but that because of the American flag she was to be released.

Relations she might proceed. The City of Memphis' last voyage to Europe was her tenth into the war zone.

On her voyage to Europe she was the City of Memphis each night carried a reflector above an American flag pointed on either side and the ship's name appeared in six foot letters in several places.

45 In Vigilance Crew.

The crew of the Vigilance comprised 45 men, including Capt. F. A. Middleton, who was the only one of the crew who was not a native-born American.

Two of the 45 were naturalized Americans, one had first papers. There were also two Italian and one Filipino in the crew.

The Vigilance was built in 1890 for the U. S. Navy and was used during the war. The Vigilance is said to have changed owners several times, her last owner being the Barber line, but which she was under charter to the Globe line.

The ship was plainly marked as an American vessel with flags pointed on both sides and the ship's name and hull number of New York on both sides in letters five feet high.

Ships and Cargo, \$1,750,000.

It is understood that the cargo was valued at nearly \$1,750,000 and the ship at more than \$1,000,000. The cargo consisted of 4135 tons of wheat.

She was 262 feet long, 40 feet beam and 14 feet draft.

First National bank, E. W. Kayser, cashier.

Western Motor Supply company, J. B. Kayser, president.

Rio Grande, El Paso & Santa Fe railway company, W. R. Brown, general agent.

El Paso Electric company, general agent, and dealers, A. D. Hudson, president.

Modern Woodmen company, paper, woodware, H. B. McDowell, president.

Shelton-Payne Arms company, L. G. Shelton, president.

El Paso Herald, H. D. Slater, president.

G. A. Martin, news editor, H. H. P. circulation manager.

El Paso Electric company, hardware, machinery and building supplies, George R. Ryan, secretary.

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Supreme Court Decides, Five to Four, in Favor of Constitutionality.

(Continued from page 1.)

eral district court, to enforce the law's enforcement.

A decision upholding the eight-hour law was admitted, would not be a triumph from working more than eight hours a day, but merely entitle the law to be enforced.

Entitled "An act to establish an eight-hour day for employees of corporations, and for other purposes," the law was made effective January 1 and comprised four sections. Briefly, the first section, providing for the eight-hour day, declared that, beginning January 1, eight hours shall be the normal day's work for the purpose of reckoning compensation of all employees now or hereafter employed by any corporation in the operation of trains.

Section two provides for the presidential commission of three, now headed by Maj. Gen. Goethals, to investigate the conditions of the railroads and to report to the institution of the eight-hour standard and to enforce it.

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